

[7 August, 2001]

RAJYA SABHA

final recommendations have been kept confidential in the commercial interest of the Indian Airlines and specially in view of the ongoing disinvestment process of Indian Airlines.

Consultative Committee's Recommendations on leasing out of airports

1692. SHRI SOLIPETA RAMACHANDRA REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Sub-Committee of the Consultative Committee attached to the Ministry of Civil Aviation has rejected Government's decision to lease-out four profit making airports to private parties and to retain the loss making airports with the authority;

(b) if so, the names of the profit / loss making airports respectively;

(c) the details of the recommendations of the Committee in this regard; and

(d) the decision of Government on the recommendations of the Sub-Committee?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (d) The Sub-Committee of the Consultative Committee while supporting privatisation, liberalisation and globalisation which are irreversible process worldwide, had observed that it would not be prudent for the Government to lease out profit making airports. The Sub-Committee also suggested bundling of some of the non-remunerative airports with profit making airports for leasing. The Committee had also recommended construction of new airports through foreign direct investment. The main purpose of leasing Mumbai, Delhi, Chennai and Kolkata airports is to improve managerial efficiency, facilities / services at these airports to world class standards and to attract private investment for this purpose as these airports are the gateways to the country, and important for growth of trade and tourism. It would be better to upgrade the existing airports instead of construction of new airports at these locations as there is significant investment in these airports. The lease income from leasing of these airports would be utilized to develop other airports as per demand and requirement. It may not be possible to attract private investment in such airports which are basically loss making a bundling of loss making airports alongwith profit making airports would impact adversely on the leasing of the airports.

The names of profit making airports are Delhi, Chennai, Mumbai, Kolkata, Hyderabad, Goa, Bangalore, Calicut, Juhu, Bhuj and Pune airports.

Name of the loss making airports are as under:—

North Eastern: Guwahati, Agartala, Aizawl (Lergput), Dibrugarh, Dimapur, Imphal, Lilabari, Shillong, Passighat, Cooch Behar, Kailashahar, Khowal, Kamalpur, Rupsi, Shella, Bagdogra, Jorhat, Silchar, Tezu, Ziro, Tezpur, Along and Daparizo. Northern: Amritsar, Agra, Chandigarh, Jammu, Jodhpur, Leh, Gwalior, Srinagar, Kanpur, Allahabad, Bikaner, Jaisalmer, Gorakhpur, Dehradun, Gaggal, Jaipur, Khajuraho, Kota, Kullu, Lucknow, Ludhiana, Pantnagar, Safdarjung, Shimla, Udaipur, Varanasi, Lalitpur, Satna and Jhansi. Western: Ahmedabad, Aurangabad, Baroda, Belgaum, Bhavnagar, Bhopal, Jabalpur, Jamnagar, Kandla, Keshod, Nagpur, Porbander, Raipur, Rajkot, Indore, Sholapur, Kolhapur, Bilaspur, Deesa, Khandwa, Akola, Panna and Hadapsar. Eastern: Port Blair, Bhubaneswar, Gaya, Patna, Ranchi, Behala, Belurghat, Jharsuguda, Malda, Joghani, Muzaffarpur, Raxaul, Chakulia, and Asansol. Southern: Trivandrum, Vishakhapatnam, Agatti, Hubli, Madurai, Mangalore, Pondicherry, Rajamundry, Salem, Tirupati, Trichy, Vijayawada, Tuticorin, Vellore, Coimbatore, Donakonda, Cuddapah, Mysore, Warrangal, Hassan and Nadirgul.

Upgradation of Srinagar Airport

1693. MIRZA ABDUL RASHID: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have taken action for the long pending upgradation of Srinagar Airport;

(b) if so, whether any time-frame has been set and whether the decision of Government to upgrade the said airport as International Airport is still valid; and

(c) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) Airports Authority of India (AAI) has Plans to upgrade the Civil enclave at Srinagar by expansion and modification of the terminal building to enhance its passenger capacity to 600 passenger with all modern facilities. The civil apron is also proposed to be expanded to accommodate more number of wide-bodied Jet aircraft. No time frame has been fixed as the proposals are at a preliminary stage.

Reduction in Air-Misses

1694. SHRI K. RAMA MOHANA RAO: Will the Minister of CIVIL AVIATION be pleased to state: